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12.45 p.m. to 1.15 p.m. Every 10 minutes.
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	Changchun ...Ar.	* 8.40 p.m.	"	"	"	
Y 11.50	Makden (S.M.R. Train) ...Lv.	10.00	"	"	"	
	" " ...Ar.	5.00 a.m.	Tues.	Thurs.	Sat.	
Y 14.95	Dairen " " ...Lv.	5.15	"	"	"	
	" " " " ...Ar.	1.30 p.m.	"	"	"	
Y 40.	Shanghai (Steamer) ...Lv.	Noon.	Wed.	"	Sun.	
	" " " " ...Ar.		Fri.		Tues.	

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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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A la Carte Restaurant and Grill Room
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Hongkong, 1st September, 1910.

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Every Information and Special attention given
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MR. H. BUTTONJEE begs to inform
the Public that no increase wherever is
made upon the rates advertised for accommoda-
tion at the ROYAL GEORGE HOTEL, Kowloon.
He is obliged to make this announcement as his
ability to cater at such low prices has been ques-
tioned. For public information he begs to state
that he is enabled to do so as he is a direct
importer of Wines and Provisions, owner of the
Hotel property and has the services of a Manager
of nine years' experience in the Palace Hotel,
Shanghai. Nothing more need be said.

H. BUTTONJEE,
Proprietor.
M. J. NATHAN,
Manager.

Kowloon, 8th February, 1912.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

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Developing and Printing Undertaken

Hongkong, 31st July, 1907.

IMPRESSIONS OF CANTON.

THE PASSING OF "OLD CANTON."

After an absence of nearly three months from the City of Rams it was interesting to return and consider the present state of affairs. A casual walk through the chief streets shows that the military spirit has thoroughly taken hold of the people. Soldiers of various kinds and of various stages of slovenliness are to be seen in every thoroughfare, while every other man appears to be wearing the badge which shows that he has been enrolled in the "People's Army." It is interesting to observe, however, that most of the men wearing these badges are those of the lower strata of society and to see those of the better class sporting these favours is rare. Judging from the numerous brutalised faces to be seen in every street the pirate and "bad character" element must still be very strong in spite of the fact that shiploads of these ex-rascals have been shipped away to the North. Large numbers of men fully armed are to be seen in the streets and it is easy to conceive that conflicts between these persons easily occur for many of these men come from different districts and villages and own allegiance to different leaders, and the Revolution has by no means welded these heterogeneous elements into an harmonious brotherhood. Most of the old yamens along Wai Oi Street appear to have been turned into some kind of government offices and the entrances of all these are guarded by men armed to the teeth. The peculiar incongruities always to be observed among this people are very conspicuous in these soldiers and the spectacle of six heavily armed guards sitting in a bench all busily chewing sugar-cane, and spitting at the refuse on to the pathway is to say the least of it, somewhat ridiculous. European costumes do not appear to have gained such favour with the people as they have in Hongkong, neither do the women appear to go in for the new-fangled style of head-dress to the same extent as they do here. Barbers' shops are exceedingly numerous and all display legends inviting the public to partake of a man ming (civilised) hair-cut and shave. The way in which the people have changed their sentiments regarding their coiffure is really wonderful. Only a little while ago one was only "civilised" when he had a "tail," and the fact used to be enforced by the repetition of a certain vulgar little rhyme which students of Chinese will perhaps call to mind.

The burning question of the day in Canton is that of finance. As has been pointed out in various proclamations, the whole success of the Revolution depends on money. The old bank-notes have been "chopped" and are in circulation, but they are eyed with a great deal of suspicion by the native bankers who have on occasion refused to exchange them for silver. Silver appears to be very scarce and this may be one reason why the bankers shun the use of dealing with them. Recently the Provisional Government has brought very considerable pressure to bear on these bankers, even going so far as to threaten with execution those who do not at once accept the notes at their face value. The result of all this is that the notes are circulating more freely, but it would not be correct to say that the suspicion of them has abated. It is stated that the man at the head of the Financial Department is one of considerable experience, as well he needs to be if he is going to reduce the present monetary chaos to anything like order.

Trade is of course affected by the unstable condition of the market and many firms have altogether closed for business until better times come round. In the country districts the rural population is suffering from the holding up of the export trade, this being caused by the lack of safety on the rivers owing to the multitudes of pirates infesting these waterways.

One of the worst phases of the present situation is the high rise in the price of necessary commodities such as rice, oil and wood. It was fondly expected that when the new state of affairs was inaugurated these articles would greatly decrease in price, whereas entirely the opposite has been the case. Before the revolt a dollar would buy 18 catties of good rice, it now buys 13. A dollar would also buy 140 catties of firewood, now it buys 100. Oil has also gone up. Meat and especially pork has had an upward tendency. All this is telling very heavily on the poor and is giving rise to no little discontent and the spirit of disappointed expectations is much manifested. Three reasons are given for the enhanced prices: (1) the presence of so many pirates on the river; (2) the selfishness of certain merchants who have made "corners" in various staples; (3) the commandeering of large stores of food to feed the soldiers. The claims of the people seem to be forgotten in the present excess of military enthusiasm and those in power seem to think it of far more importance to feed the troops than the other sections of the community. "Many strange articles of diet have of late made their appearance, especially dog, and it is possible to buy at the stalls the flesh of the 'friend of man' cooked in various forms, and the purchaser can have a choice between a steak of an ancient wonk or a ragout of puppy. Liver of all classes of animals is in demand, for the liver is supposed to be the seat of courage, and most disgusting lumps of this gland are to be seen exposed for sale."

Everyone in Canton appears to be a red and rabid republican, but some amount of fear is expressed regarding the stability of the present provincial government. Some of the men at the head of affairs are doubtless men of ability; but these have not by any means a free hand. The meetings of the Deliberative Assembly often break up without coming to decisions on important points, while a great many of those holding office appear to think of nothing but war and accordingly wish to subordinate everything to the needs and wishes of army. Jealousies appear to be rife and there are not wanting signs that the Canton Government is before long likely to be a "house divided against itself." The position is so difficult that no one seems desirous of taking up the post of

Governor, and those who have held this post seem to be glad to shuffle off the onerous duties of the position and "lead an army" to attack Peking. The pernicious practice of officials giving posts to relations still seems to be in favour and it is more than probable that Sun Mei, the brother of Sun Yat Sen, will be engineered into the Canton governorship. The fact of the matter appears to be that while there are many men having what may be termed destructive ability, those possessing constructive ability by which the multitudinous factions may be welded into a strong and progressive whole appear to be wanting. The position is one undoubtedly of great difficulty and needs a man of exceptional ability, tact and experience at the head of affairs. To keep in bounds the ex-rascals forming the "People's Army" requires talents of no mean order, while the latest reports say that there is some danger of the old feuds between the *Pan-tai* and *Hak* breaking out again. If this were indeed to occur the difficulty of the position would be increased enormously. Several innovations have given offence in many quarters, especially the change of the calendar and the abolition of certain time-honoured customs. Although the spirit of these changes is laudable, much cannot be said for the wisdom of making such changes at such an early period.

It is a matter of opinion as to whether the native Press gives the public a really true representation of the exact state of affairs existing. The Press wielded an enormous influence in bringing about the change of régime and it is not to be wondered at that it backs up the present form of government through thick and thin. Hence all the good points of the existing form are presented in glowing terms, while the evils and weaknesses are either not spoken of or at the best but glossed over. Moreover, it is a matter of doubt as to how far the Press is at present a free agent. Threatening letters have been sent to editors daring to criticise the "People's Army" and in at least one case an editor was assaulted with a bomb.

One of the most striking events during the past few months has been the destruction of idols and vandalism in the temples. These occurrences have been regrettable for various reasons, the foremost being that it has not proceeded from a proper spirit. By this I mean that in spite of these attacks, the people still remain idolaters at heart for it is to be especially noticed that the war god is always spared. The average Cantonese is still as grossly superstitious as he ever was, and in his heart of hearts the malignant powers of *Fung-shui* are as much dreaded as ever. In throwing down the old idols nothing is placed in their stead, although it must be granted that many leaders of the revolution are ardent Confucianists, but it must be confessed that the lower classes do not appear very strongly to the lower classes. The opinion of missionaries is divided on this subject, some welcoming it as a sure sign that Christianity will soon become the religion of Cathay, while others see in it grounds for fear lest in breaking with the old faiths the people become hardened and dead to all spiritual matters and become possessed of such a spirit of self-sufficiency and rabid atheism as will present even greater obstacles to the adoption of the doctrines of the Prince of Peace than has the idolatry of past ages.

While the morality of the present government is an improvement on that of the old it is not to be supposed that squeeze and attendant evils has entirely disappeared. During the last few days I have heard of several examples of "squeeze pigeon" that would have done credit to the old régime. Here is one. A friend of a native medico is in the service of the new government. This man offered the medico a post as a regimental doctor. The pay offered was fairly good, but the physician was told that when he wished for further supplies of drugs he was to purchase what was required up to \$50 and then send in the bill to the friend for \$200. To the man's honour, he said, I refused the post, but it is to be feared that not many men would be as scrupulous. In this special case the man who had the gift of the position stood to gain \$50 on every batch of drugs bought, which would doubtless work out to a considerable sum in these troubled times.

Several hundreds of the newly joined soldiers have received as much as two or three months' pay in advance with a view to securing their loyalty. A large number of these men speedily spent the whole of this money in the brothels, and quarrels were so frequent between the keepers of these places and the soldiers, and the conduct of the latter was so violent and overbearing, that all the brothels in the Eastern part of the town have been temporarily closed. Those in the other parts are still as crowded as ever, and however much the government has been changed it is evident that the people themselves are very little altered. Many new regulations concerning marriage ceremonies have been inaugurated, but girls are still bought and sold to be reared for a life of vice. There are grand schemes in the air for knocking down the old walls and constructing a wide boulevard round the city, but the streets of the town are still as filthy as ever, the beggars still throng the thoroughfares and squalor and poverty most distressing is everywhere to be observed.

Shameen is strongly guarded and fortified, and all along the Creek a barbed wire fence of considerable height and great strength has been put up. These precautions have given great offence to the natives and several Chinese now refuse to put foot on the Settlement at all. There is no doubt, however, that such precautions are entirely necessary, for there is no telling at what moment serious trouble may arise in the native city. Continuous tales of piracy and robberies come down from the riverine districts, and it would appear that outside the immediate environs of Canton the new government exercises very little more control than did the old.

Still there is great cause for hope. The people seem enthusiastic for the new state of affairs and are willing to overlook a great many serious defects. Whatever the ultimate outcome, it is evident that the old Canton has passed away for ever. In common with the rest of China, Canton has taken steps along a road that cannot be retraced. Whether these steps will lead to the establishment of a firm and righteous government, or whether they will lead to years of anarchy and internecine strife depends much on the men who are now called upon to take direction of affairs. Is it not the wish of all that these men may be imbued with the spirit of wisdom that in the end this great country may attain an honoured place in the brotherhood of nations?

A. G. B.

COMPANY MEETINGS.

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY.

The general meeting of shareholders in the above Company took place yesterday at the office of the General Managers, Messrs. Shewan, Tomes & Co. Mr. C. A. Tomes presided, and there were also present: Messrs. H. P. White, G. H. Medhurst, U. Poi On (consulting committee), J. Young (secretary), Dr. J. W. Noble, J. Doyle, A. Crane, R. Hancock, M. A. Figueiredo, R. Henderson, C. Clinck, Fung Shiu Wa, A. H. M. da Silva, J. A. Tarrant, D. D. Gazdar, and R. A. Ferguson.

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN said—With your permission, gentlemen, we will take the report and accounts as read. I will begin by explaining that the delay in issuing the report, etc., and which we much regret, has been caused by the extra pressure of work at the godowns and by the longer time required by the auditors in completing their work under the new Companies Regulations that came into force on January 1st. We are confronted with a less favourable year than usual, but a study of the figures will show how this came about and will leave a reasonable hope of being able to return to the customary dividend and one that has prevailed since the inception of the Company.

The carry forward for last year was less than the previous year by \$2,151.87. Absence of any income on Investment accounts for 5,500.00. Decrease in interest received, storages and rents 4,286.54. Transfer from Reserve 500.00.

Making a total of \$12,438.41 which very nearly represents the reduction of 10 per cent. per share in the dividend. Our income mainly depends upon the rate of interest prevailing, and this throughout the past year has tended downwards, and for various reasons money has been and is still cheap in the Colony. The influx of better class Chinese from the mainland bringing their capital with them, stagnation of trade, the absence of speculation and the institution of new money-lending concerns in the Colony, have all contributed to a lower scale, and we have had our earning power thereby curtailed. What used to be our chief source of income, our provident system loans, has fallen away considerably. In some years we have had as much as seven lacs invested in this way and we are now down to less than three lacs, borrowers finding cheaper accommodation elsewhere. This release of funds enables us to pay off half the mortgage on the godown property, and we effect a saving here, although it is not commensurate with the benefit gained on lending on the provident system for which this money was previously used. The godown department finishes the year with about the same result as last. The first half showed a considerable drop in earnings, but latterly an improvement was shown owing to heavier arrivals of merchandise that we make a specialty of storing and to the enhancement of rates we instigated by agreement with others in the same line of business. The new year has started well and if we can maintain the present pace we shall have no cause to complain, although we are somewhat far yet from being able to derive from this godown property what was expected. Rents from house property are better, and we hold only one or two pieces that give an inadequate return. For the high rate of interest we ask we must necessarily assume considerable risk at times, but we have been fortunate and there are only two lots of property that have come to us on foreclosure that we cannot to-day get a covering price for, and we have something to meet depreciation here with a profit, realized over sales of other foreclosed pieces. To fulfil the requirements of the Articles of Association a nominal sum of \$1,000, as last year, has been added to reserve. I am well aware this is not at all adequate for a Company like this, but we must wait for more normal or more favourable times before we can expect to add comfortable sums to this fund. By consent of the members of the Committee their fees have been reduced to \$3,000. On the other hand the auditors, as their work seems to increase under the new Companies' Ordinance, should perhaps receive further compensation, and it will be proposed to slightly alter their fee from \$200 to \$300. In accordance with the new regulations I will read the auditors' certificate:

"We report that we have audited the above balance sheet with the books and vouchers of the Company and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1911, according to the best of our information, and the explanations given us, and as shown by the books of the Company. We have obtained all the information and explanations we have required."

A. O'D. GOURDIN } Auditors.
W. HUTTON PORTS }

Before moving the adoption of the report and accounts I shall be glad to reply to any questions that may be put.

There being no questions, The CHAIRMAN moved the adoption of the report.

Dr. Noble seconded, and the motion was agreed to.

On the motion of Mr. GAZDAR, seconded by Mr. KLINCK, Messrs. H. P. White, U. Poi On and G. H. Medhurst were re-elected to the Consulting Committee.

Mr. HANCOCK proposed that Messrs. A. O'D. Gourdin and W. H. Potts be re-elected auditors at a salary of \$150 each per annum.

Mr. SILVA seconded, and the motion was agreed to.

The CHAIRMAN—Dividend warrants are ready now. That is all the business, gentlemen. Thank you for your attendance.

SHANGHAI LAND INVESTMENT CO.

The annual meeting of the Shanghai Land Investment Company, Limited, was held on Thursday afternoon last week at the offices of Messrs. Gibb, Livingston & Co., Jinkee Road. There were present: Mr. E. Jenner Hogg (Chairman), Mr. J. M. Young, Mr. C. W. Wrightson, Mr. E. C. Pearce, and Mr. H. B. Kinnear (Directors), Mr. Philip P. Peables (Manager), and Messrs. A. C. Hunter, J. Johnston, R. M. Saker, Arthur Dallas, C. Platt, A. L. Anderson, W. Paton, and F. Cummins.

The SECRETARY having read the notice calling the meeting, and the auditor's certificate attached to the accounts.

The CHAIRMAN said—I presume that as usual we may take the report and accounts as read, but before dealing with them I must be allowed to express my own sorrow at the death of my old friend, Alexander McLeod, and I know that you will all wish to join in an expression of deep regret at the loss of one who for so long was associated with this Company and gave to it of his best, in aid and guidance, both in the Agency and when serving on the Board. His is a place difficult to fill not only for us but in the wider sphere of this community. To those bound to him by closest ties and to his colleagues in the firm I do, I am sure, tender from us all our heartfelt sympathy. The past year has been one of much difficulty, as you are aware, and you will not be surprised, though we must all regret, that our dividend must fall short of last year, and I am sure you will agree that our demands on equalization of dividend fund should be made with moderation and with due regard to the maintenance of the stability of the company and of a fair dividend. I think you will consider that we have worked through the year very favourably under the circumstances. We have had to practice a careful economy without allowing any of our properties to be "starved" and this we were the more able to do owing in a great measure to our previous policy of keeping our properties not only in thoroughly good order but in a condition really somewhat in advance of actual needs. Thus while not sacrificing one iota of efficiency we have been able to reduce our running expenses during the year by some Tls. 27,000. This is an important saving and particularly welcome at a moment when for the first time in the history of the Company we have had to record a decline in the volume of our rentals.

I may fairly say, however, that they might have been worse and I will venture to claim some credit for the management in that the gross rentals have only fallen off by some Tls. 8,000. The decrease is due to a reduction in rents from foreign occupied properties, as some important leases have fallen in and they could not be renewed on the old terms. Our Chinese properties show a slight increase, our houses having been practically fully tenanted throughout the year.

Turning to the accounts. You will have found full details in working account, and as our last meeting may not be fresh in your memory I may repeat the explanation as to interest account. The Tls. 73,107.14 represents the difference between our receipts from mortgages and interest on undeveloped land on the one hand, and our payments in respect of debentures and overdraft on the other; and I remind you that the estates having cost roughly Tls. 7,000,000 against a capital of Tls. 3,900,000, the difference is borrowed, and while the interest on the borrowed capital goes to the debit of interest account the returns from the developed estates go to the credit of the account, so that the estates show their full cost with interest while such interest still remains invested in the properties of the company, being used solely for rebuilding, re-erecting or improving properties, permanent work, that is to say, beyond such and such an amount. During 1911 we have drawn on this fund (as you will see in the accounts), for such purposes to the extent of Tls. 14,884.21 and on the other hand we propose to-day to pass the interest for 1911 on undeveloped land amounting to Tls. 78,363.46 to the credit of the account (improvements and renewals account), which will then stand at Tls. 138,632.91. On the other side of working account charges have come to about Tls. 500 more than last year. Salaries are more owing to the increases to the staff under agreements. Rental account is increased by the charge for the manager's house for part of the year. Legal expenses are increased through expenses on the new trust deeds. Trustees' fees are Tls. 2,500, there being now five trust deeds with two Trustees for each deed. Other expenses remain practically as before. Profit and loss account shows the Tls. 50,000 drawn from equalization of dividend fund sanctioned at the last meeting, and the substantial sum of Tls. 30,482 derived from premiums on the issue of our debentures. On the other side is the transfer to improvement and renewals account of Tls. 75,153.66 and an item of Tls. 2,896.21 for brokerage on sale of debentures. Reserve fund remains unaltered, while reserve fund for equalization of dividends is debited with the Tls. 50,000 allotted to further draw-upon to the extent of Tls. 50,000 if you sanction the proposal in the report to use the fund as was the intention when formed for the assistance of another loan year. The balance sheet shows the cost of all the properties of the company up to date, and the difference in capital costs of the various estates as compared with last year are dealt with in the report so

comparing the accounts. The mortgage loans are Tls. 147,307.48 more than last year and are fully covered as is also the other item of Tls. 110,087.76 of sundry debtors. The debenture purchase account represents, as has been explained, before a small amount of our own 5 per cent. and 5 per cent. debentures which we took at a low price. Of these Tls. 4,000 have just run off and will come into this year's accounts. In regard to our debentures I should remark that Tls. 250,000 (being a part of our first issue of debentures), having been paid off in 1910 we have made a further issue of Tls. 1,000,000, of which Tls. 750,000 were offered to the public and Tls. 749,000 were disposed of up to the end of the year. The balance of the million is in course of issue and is being freely subscribed. We have made no sales of property during the year and our only purchases have merely been for the completion of existing estates and do not amount to more than some Tls. 17,000. As to the future there are so many possibilities, many pros and cons, that it is best not to prophesy.

The revolution has caused a very large influx of Chinese and a fair number of foreigners to Shanghai, but so far we have benefited but little from this. The Chinese are principally of two classes—the very wealthy who have rented large houses and the very poor who although causing a certain amount of overcrowding in small Chinese houses have not helped to augment rents as our Chinese properties were already fully let, and he influx has not yet made much difference to us. What a misfortune for is an increase in the number of Chinese who can find regular employment in and around Shanghai and it is not unreasonable to expect to see some such healthy development as soon as the political clouds clear, and our hope must be that this may not be long delayed.

Mr. A. C. HUNTER observed that Tls. 30,482 premium on debentures had been credited to profit and loss account during the year, and that profit they could not count on for the year.

The CHAIRMAN agreed that was so, but added that having made the profit, they had a perfect right to distribute it.

Mr. HUNTER went on to express the opinion that the deductions from gross rentals for the running expenses of the company were greater than they would have been in privately owned estates.

The CHAIRMAN replied that that was a point he had been giving great attention to, and he was unable to say exactly where the expenses could be curtailed. He would be very willing to go into the matter more thoroughly with Mr. Hunter or any other shareholder at some other time.

The report and accounts were then passed, on the proposition of the Chairman, seconded by J. M. Young.

The CHAIRMAN proposed, Mr. Wrightson seconded, and it was agreed, that the directors be authorized to pay a final dividend for the year 1911 of 6 per cent. on the paid-up capital to shareholders on the register that day.

It was proposed by Mr. J. Johnston, seconded by Mr. B. Saker, and agreed that Mr. E. C. Pearce be re-elected a director of the company.

Mr. G. B. Wingrove was re-elected auditor for the current year at a remuneration of Tls. 500.

A vote of thanks was passed to the Chairman, and the meeting closed.—N.C. Daily News.

PANAMA CANAL.

WILL IT PAY?

The news that Herr Ballin, the famous head of the German shipping combine, is on his way to Panama to arrange the details of a scheme for securing German trade and shipping when the canal is opened should stir British shipowners to make some effort to secure their position. A correspondent who has lately returned from visiting the works sends us the following information:—

If some improvement is not speedily made in the British mail services to South America and along the Western coast, we may expect to find, when the canal is opened, that both the Germans and the Americans will get ahead of us and capture the lion's share of the increased traffic. Already passengers are avoiding the English boats and are taking passage either by the German, or by the American "Fruit" line in preference, even from and to our own West Indian Islands.

The Americans undoubtedly mean to make the opening of the canal the opportunity for a great effort to re-establish their maritime supremacy. When I was in Panama, all the talk was of preferential rates for American shipping, or penal rates for foreigners. It comes to the same thing. The canal cannot possibly pay unless very heavy rates are charged, and these the American shipowners will not stand if levied on their ships. The prevailing point of view was that the United States has spent a hundred millions on the canal and that, treaty or no treaty, the Americans can claim the right to a return for their money.

HIDDEN BATTERIES.

Personally, I hold the opinion strongly that there is little probability that the canal will pay as a commercial undertaking. If rates are raised to a remunerative figure, it will be cheaper for ships to follow the old course round the Horn. If American ships receive a heavy preference, then, although the canal will not pay commercially any the more, there may be a big national advantage to be gained.

I am convinced, however, that, in the mind of the American Government, the first consideration is the strategic benefit to be derived from the control of the canal. It is, of course, well known that the entrance is being fortified, but few people know of the strength of the masked batteries in the American zone behind Colon. Approach thereto is forbidden, naturally enough, and I cannot give details; but I have been sufficient to know that the American control of the canal has been thoroughly safeguarded from attack. The excuse given is that these armaments have been necessitated by recent increases in the armaments of Japan.

SALUBRIOUS PANAMA.

The thoroughness of the Americans surprise me. Of the old French workings it used to be said that "an Irishman was buried under every sleeper of the railway. Such an awful name did Panama get for unhealthiness that no white man save a destitute Irishman would take the risk of working there. It is now as healthy as any place in the world. Yellow fever and malaria have been killed, with the mosquitoes which carried them. Clubs, hotels, houses, all places in which men congregate, are built like a meat-safe to keep out the mosquito; but the broad asphalted roads, the brilliant flower gardens, the frequent signposts, pointing you to church, shop, pay-office, everywhere, so that if you suddenly landed from a balloon you could not possibly miss your way, all go to show that the Americans believe that on the isthmus they have a continuing city.

The Americans are exercising all the rights of sovereignty in the zone, and in rather a despotic way. And they mean to continue to do so. Personally, seeing the pains they have been put to add the money they have spent, I cannot bring myself to blame them.—*Pail-trail Galette.*

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MADE HER WALK
FLOOR ALL NIGHT

Came on Hands and Arms Like Little Blisters. Was Dreadful, Would Break and Spread. Eased at Once and Quite Cured by Use of Cuticura Ointment and Soap. Cured Baby of Rash and Sores, Too.

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In a later letter, Mrs. Bingley adds: "The eruption used to come at first like little white blisters, and the irritation was dreadful. Then they would break and spread, but by the use of the Cuticura Soap and Ointment I have got quite cured. I have also recommended to a friend of mine both the Cuticura Soap and Ointment for her baby. He was covered with rash and sores from his teeth. She is delighted with them, for they have cured her baby."

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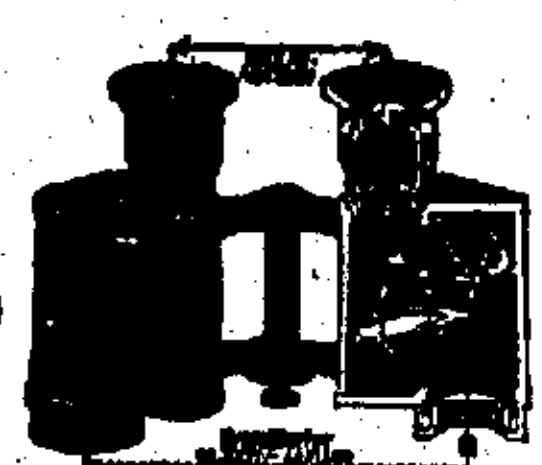
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"TRUTH" ON MR. LABOUCHERE.
CANDID REMINISCENCES.

The adage that no man is a hero to his valet was never better exemplified than in the extraordinary reminiscences published in a recent "Truth" of Mr. Labouchere, who founded and controlled it. "Truth" dwells on his un-Englishness, his hatred of sport, his abstemiousness, and his shabbiness. It declares that he had little or no connection with "Truth" beyond drawing the profits and reaping the praise of work done by other men.

The writer remarks that many of the Laboucherean anecdotes might be traced to the hero of them, and they "have probably lost nothing in the telling." He adds that the better you know Mr. Labouchere "the more he astonished you, until you got to the point where your capacity for astonishment was exhausted. Is not 'freak' really the right word for him?"

"He was a great reader, and certainly a few years ago read more French books than any others. There was something Voltairian in his spirit and philosophy, in his flippant wit, in his proclivity for ridiculing cherished opinions, and in his comprehensive scepticism. Sometimes he seemed almost to stand for the embodiment of the spirit that reminded you of nobody but Mephistopheles. He was certainly a cynic—the word has no meaning if he was not one. Sentiment of any kind was thoroughly repugnant to him.

MR. LABOUCHERE'S SOFT SIDE.
"It can hardly be asserted with truth that the real Labouchere was a generous man in the ordinary sense of the term. The habit of giving away money, which is what I suppose is meant by calling a man generous, was quite at variance with his general scheme of existence. And one cannot forget that what he gave away he gave away out of a huge super-abundance. Probably he never spent half his income. For many years what he drew from 'Truth' alone would have well covered all the expenses, and he was a rich man independently of 'Truth.'

"As a consequence of the soft side of his character Labouchere was always according to my experience—a most easy man to deal with if only you approached him in the right way. Again and again people who had been roughly handled in 'Truth'—quite justly—got round him by the simple process of buttonholing him and discussing themselves with him. On one occasion a money-lender who had been badly shown up in 'Truth' insisted on seeing Labouchere personally. The visitor arrived, gave his version of the transactions he wished to explain, and Labby (who up to that moment knew nothing about the case) bowed him out with a few shrewd questions.

But as they got into conversation the tone became more and more amiable, until at last Labby, handing the cigarettes, proceeded to explain circumstantially how he would have done the business had he been a money-lender, and how his friend (for by this time he treated him quite as a friend) might get his percentage in future without incurring unfavourable remark. The man left in the best of good humour.

The only two men against whom I ever knew him display strong animosity were Mr. Joseph Chamberlain and Lord Rosebery. What they ever did to incur his hostility beyond all living politicians I have not the slightest idea.

LIVING ON COULD SASSAGERS.
"When Labouchere came back from Florence (all alone) to attend his 1st two parliamentary sessions, he took a modest couple of rooms in Queen Anne's mansions. He related to us with great pride and satisfaction how cheaply he was doing it. The mansions gave him a cup of coffee and a slice of toast in the morning for sixpence. He had found a delightful place for himself—the Avarice Bread shop at the corner of Parliament Street. Here a particularly choice delicacy could be obtained for which he had taken a great liking—two cold sausages, price 4d. 'So you see,' he said, triumphantly, 'as I don't often take any dinner I generally get through the day for tenpence.'

"For many years it was his habit to drop in at 'Truth' office on Monday or Tuesday morning and order lunch. The meal usually consisted of a chop just warmed through. He ate it without bread, salt, pepper, or drink of any kind, and smoking a cigarette all the time. I have seen him with the chop in one hand and the cigarette in the other, pausing to crack some joke. You see, who had to sit on the other side of the table while he was refreshing himself, used to be horribly upset by the performance.

"As soon as he felt the slightest inconvenience from his teeth he had them out and set to work on them with the first implement that came to hand. I have seen him prodding them about with the office scissors or battering them with a ruler. 'Have you got a hammer in the office, Voules?' he inquired one day, and the caretaker having produced one, he destroyed about fifty pounds' worth of dentist's work in a few minutes. People tell you that some of Dickens' characters are overdrawn and impossible. There is no character in all Dickens' collection so full of apparently impossible comic extravagance as Henry Labouchere in real life. "In the nineties and onwards he used to go about London looking like a d'Alipiedat beggarman. 'It is a bit the worse for wear,' he once remarked, half apologetically, when I was helping him into his overcoat. 'My wife won't let me go out in it, but I'm rather fond of it, and I hide it from her. He—he—he,' and then came the Mephistophelian chuckle. He used to come to the office in one old jacket which excited much interest and mirth among the junior staff, one of whom declared that he could smell it coming up the stairs. One day Labby arrived in a more presentable garment, and complained bitterly that Mrs. Labouchere had surreptitiously captured the old jacket. A week later, to the general horror, he re-appeared in it, bubbling over with glee. 'I've done her,' he said to Voules. 'I found it!' He never said where, but I suspect that he recovered it from the dustbin.

REAL MAKER OF "TRUTH."
"He habitually kept enormous sums—tens of thousands of pounds—to his credit at his bank on current account. One of his funny habits was to come to the office with his pass-book in his pocket and ask somebody to tell him how much he had to his credit. When I have assisted him in taking out the balance it always proved to be well over £20,000, and I doubt if it was ever under that figure.

"When Labouchere 'started' 'Truth' he was, as Horace Voules described him, like a child with a new toy. For two or three years (as the records show) he did the dramatic criticism, the financial articles, and the politics, besides looking himself loose on every other subject that came into his head. But then he found another new toy, and one very much more to his taste, which lasted him virtually till the end of his life. In 1880 he was elected for Northampton.

"It was Horace Voules who made 'Truth' as it has been known to the public for the last twenty-five years. Labouchere's part in all the troublesome libel actions that 'Truth' fought in the days when Voules was editor was to come and sit beside George Lewis in Court when we got to trial, and receive some plimons of the Press and public after the victory. The net result of it all was that Horace Voules made one of the greatest successes in the records of journalism, and that so far as the public are concerned the whole credit of it rests with Labouchere to this day."

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Dispensary, at present occupied by Messrs
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OFFICES in King's BUILDING.
Apply to—
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LD.
Hongkong, 1st February, 1912. [12]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL
(SHOP), opposite The Old Post Office.
No. 2A, D'AGUIAR STREET, suitable
for Godown, etc.
Latest occupied by Vienna Café & Co.
For Particulars, etc., apply to—
CHANG FAT
Care of YEE SANG FAT
Same address.
YEE SANG FAT & Co.
Hongkong, 5th October, 1911. [124]

TO LET.

GODOWN, No. 4, New Praya, Kennedy
Town.
Apply—
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LD.
Hongkong, 1st February, 1912. [120]

TO LET.

NO. 9, BEACONSFIELD ARCADE
(SHOP).
BEACONSFIELD.
No. 5, MOUNTAIN VIEW, PEAK.
Early possession.
"EGGESFORD" No. 114, PEAK. Un-
furnished from 1st April, 1912. 6 ROOMS.
The EYRIE, 6 Rooms, Tennis Court and
Lodge Garden.
TO LET FURNISHED, BECKENHAM
KENT. 8-Bedroom House standing in own
Grounds, Large Lawn and Garden. Servants
may be retained. 20 minutes from Victoria or
City. Photos can be seen here.
No. 57, PRATA GRANDE, Macao.
FOR SALE.—Torre Chama, at Peak, com-
manding a Magnificent View of the Harbour
and Adjacent Islands.
Apply to— LINSTED & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 22nd February, 1912. [122]

TO LET.

NEW and COMMODIOUS SHOPS.
Nathan Road, Kowloon. Immediate
Possession. Cheap Rentals.
KOWLOON MARINE LOT 48, Yau-mat
Area, 85,200 square feet with 255 feet Sea
Frontage. Especially suited for Storage of
Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 2nd November, 1911. [134]

TO LET.

THE KOWLOON HOTEL PREMISES
with Flower and Vegetable Gardens.
Suitable for Mess. Immediate possession.
Apply to—
THE HONGKONG DAILY PRESS
PRINTING WORKS
Hongkong, 14th February, 1912. [511]

TO LET.

THE KOWLOON HOTEL PREMISES
with Flower and Vegetable Gardens.
Suitable for Mess. Immediate possession.
Apply to—
THE HONGKONG DAILY PRESS
PRINTING WORKS
Hongkong, 14th February, 1912. [511]

TO LET.

THE KOWLOON HOTEL PREMISES
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Apply to—
THE HONGKONG DAILY PRESS
PRINTING WORKS
Hongkong, 14th February, 1912. [511]

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Hongkong, 14th February, 1912. [511]

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Hongkong, 14th February, 1912. [511]

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PRINTING WORKS
Hongkong, 14th February, 1912. [511]

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THE KOWLOON HOTEL PREMISES
with Flower and Vegetable Gardens.
Suitable for Mess. Immediate possession.
Apply to—
THE HONGKONG DAILY PRESS
PRINTING WORKS
Hongkong, 14th February, 1912. [511]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignment will be sorted out Mark by Mark
and delivery can be obtained as the Goods are
landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Marmora"
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 22nd inst. at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the Go-
dows for examination by the Consignee and
the Company's Surveyors, Messrs. GODDARD &
DOUGLAS, at 10 A.M. on MONDAY and THURSDAY.
The 20th, instead of MONDAY, owing to China New
Year. All Claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised. No Claims
will be admitted after the Goods have left the
Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th February, 1912. [1]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA."

Capt. Rausan, having arrived, Consignees of
Cargo are hereby informed that their goods are
being landed and placed at their risk in the
Godowns and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence delivery may be obtained
against Bills of Lading countersigned by the
Undersigned.

Optional Cargo will be carried on unless notice
to the contrary be given TO-DAY.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst. will be subject
to rent.

All broken, chafed, and damaged goods must
be left in the Godowns, where they will be
examined on the 22nd inst. at 9.30 A.M.
No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Elben" from Kiel.
HAMBURG-AM-ERIKA LINIE,
Hongkong Office,
Hongkong, 17th February, 1912. [344]

SOCIETA NAZIONALE DI SERVIZI
MARITIMI.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TSCHIA."

having arrived from the above ports, Consignees
of cargo by her are hereby informed that their
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Ltd., Kowloon, whence delivery may
be obtained. Perishable Goods to be taken de-
livery of immediately.

All Claims must be sent to the Office of the
undersigned before Noon on the 29th inst.,
or they will not be recognised.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th inst. will be subject
to rent.

All broken, chafed, and damaged goods must
be left in the Godowns, where they will be
examined on the 25th inst. at 9.30 A.M.
No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.

Hongkong, 20th February, 1912. [4]

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS.
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free)
can be obtained at the Office, 10A, Des Vœux Road
Central, Hongkong, 131, Fleet Street, London,
or from the different Agents.
Documents translated from or into Classical
or Colloquial Chinese.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.),

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
ORTERIC 6th March.	HERCULES 15th March.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if efficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
are most Commodious Accommodations, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. King's Building, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if efficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "KATANGA" ... 5,600 tons ... 1st Half May, 1912.
S.S. "DUNERIC" ... 3,000 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 27th February.
FROM COLOMBO: S.S. "COMERIC" 10th March.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.
Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, the Paradise of the Pacific, of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consul
or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	...	SATURDAY, 2nd March, at 1 P.M.
KOREA	28,000	...	TUESDAY, 2nd April, at 1 P.M.
SIERRA	28,000	...	TUESDAY, 16th April, at 1 P.M.
MANCHURIA	27,000	...	TUESDAY, 30th April, at 1 P.M.
MONGOLIA	27,000	...	MONDAY, 20th May, at 1 P.M.

INTERMEDIATE.	Tons	Starting	1912
NILE	11,000	...	FRIDAY, 23rd Feb., at 1 P.M.
PERFIA	9,000	...	TUESDAY, 26th March, at 1 P.M.
CHINA	10,200	...	TUESDAY, 23rd April, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 22nd FEBRUARY, 1912. 8 a.m. "HONAM" 10 p.m. "FATSHAN."	8 a.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

FRIDAY, 23rd FEBRUARY, 1912.	8 a.m. "HONAM." 10 p.m. "KINSHAN."	8 a.m. "HONAM." 5 p.m. "FATSHAN."
------------------------------	---------------------------------------	--------------------------------------

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th FEBRUARY.
The Company's Steamship
"HEUNGSHAN,"
will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 7.30 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOISANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

The S.S. "SAINAM" and "NANNING" will run as usual.
S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Offices open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON & ANTWERP	"CARMARTHENSHIRE"	On 4th Mar.
LONDON, ROTTERDAM & ANTWERP	"GLAMORGANSHIRE"	On 15th Mar.
LONDON & ANTWERP	"DEN OF GLAMIS"	On 31st Mar.

Most Steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.
* Does not take Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.
Hongkong, 16th February, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
* SHANGHAI ... "KWONGSANG" ... Saturday, 24th Feb. Noon.
* TIENTSIN via SWATOW & CHEFOO ... "CHIPSING" ... Saturday, 24th Feb. Noon.
* SINGAPORE, PENANG & CALCUTTA ... "LAISANG" ... Saturday, 24th Feb. 2 P.M.
* MANILA ... "YUENSANG" ... Saturday, 24th Feb. 2 P.M.
* SINGAPORE and PENANG ... "HOONGSANG" ... Sunday, 25th Feb. D'light.
* MANILA ... "FOOKSANG" ... Saturday, 2nd Mar. 2 P.M.
* SHANGHAI, KOBE & MOI ... "FOOKSANG" ... Thursday, 7th Mar. Noon.

RETURN TOURS TO JAPAN,
(OCCUPYING 24 DAYS).
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe, Inland Sea and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
* Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.
* Taking Cargo on through Bills of Lading to Yagasaki, Port, Tsingtau, Weihaiwei, Chefoo
Tientsin and Newchwang.
* Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS
Hongkong, 21st February, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.

EASTWARD.
The S.S. "FAZILKA," 4,152 tons, Captain W. E. Whittingham, R.N.R., due at
Hongkong from Rangoon on 27th Feb., will be despatched for YOKOHAMA and KOBE
on the 28th inst., at Noon, taking Cargo and Passengers at Current Rates. To be
followed by the S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan.

WESTWARD.
The S.S. "PULTALA" will leave Hongkong for SINGAPORE, PENANG and
RANGOON on the 1th March, 1912, followed by the S.S. "FAZILKA."
The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.
Telephone No. 215.
Hongkong, 16th February, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	LEAVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	8th March	Saturday, 2nd March. Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & Co.,
Agents.

61

SHIPPING IN PORT.

STEAMERS.
BOHEMIA, Austrian str., 3,105, Baotou, 19th
Feb.—Shanghai 16th February, General—
Sander, Winder & Co.
CARL, DIEDERICHSEY, German str., 774, C.
Jurgensen, 17th February—Haiphong and
Hohow 16th Feb., General—Jensen & Co.
CHENAN, British str. 1,802, Lloyd Jones, 18th
Feb.—Shanghai 16th February, General—
Butterfield & Swire.
CHIPSING, British str., 1,199, F. Mocney,
14th Feb.—Chefoo via Weihaiwei 8th Feb.,
General—Chinese.
CHOISING, German str., 1,021, J. Bruhn, 16th
Feb.—Manila 12th Feb., Ballast—Butter-
field & Swire.
DAIYA MARU, Japanese str., 1,734, K. Kobaya-
shi, 16th Feb.—Yokohama 10th Feb.,
Coal—Mitsui Bishi Kaisha.
DEYAWONGSE, German str., 1,057, D. Gadle-
mann, 16th Feb.—Bangkok and Swatow
16th Feb., Rice and Meat—Butterfield &
Swire.
EMPEROR OF JAPAN, British str., 3,039, S.
Robinson, R.N.R., 2nd Feb.—Vancouver
1st Jan., Mails and General—Canadian
Pacific Railway Co.
HAITANG, British str., 1,363, J. W. Evans,
16th Feb.—Fochow via Ports 15th Feb.,
General—Douglas, Lapraik & Co.
HAKUSHIKA MARU, Japanese str., 3,361, S.
Suda, 17th Feb.—Muroran, Coal—Order.
HANYANG, British str., 1,206, G. J. Spinko,
10th February—Shanghai 6th February,
General—Butterfield & Swire.
HELENE, German str., 771, O. Berg, 16th
Feb.—Swatow 15th Feb., General—Jensen
& Co.
HELLAS, German str., 847, M. Berg, 19th Feb.
—Bangkok 11th Feb., Rice—Gibb, Living-
ston & Co.
HONG WAN L., British str., 2,060, J. Mason,
12th Feb.—Singapore 6th Feb., General—
Joo Tek Sang.
HOPEANG, British str., 1,359, J. M. Hay, 10th
Feb.—Hongkong 8th Feb., Coal—Jardine,
Matheson & Co.
HSY CHY, Chinese str., 1,385, C. Froberg, 17th
February—Shanghai 15th Feb., General—
C. M. S. N. & Co.
HUNAN, British str., 1,183, Speed, 18th Feb.
—Hongkong 16th February, Coal—Butter-
field & Swire.
INDOMENEVE, British str., 4,256, A. G. R. Pad-
dle, 19th Feb.—Shanghai 16th February,
General—Butterfield & Swire.
INABA MARU, Japanese str., 6,189, S. Tomina-
ga, 16th Feb.—Seattle, etc., and Shanghai
15th Feb., General—Nippon Yusen Kaisha.
KAIFONG, British str., 987, J. V. Sifford, 16th
February—Manila 13th February, General—
Butterfield & Swire.
KUMONG, British str., 1,500, J. Martin, 18th
Feb.—Swatow 17th February, Ballast—
Man Fat.
KWONGSANG, British str., 1,442, W. F. Richard,
18th Feb.—Shanghai and Swatow 17th
Feb., General—Jardine, Matheson & Co.
LAETTES, British str., 2,904, J. A. Taylor, 13th
Feb.—Shanghai 9th February, General—
Butterfield & Swire.
LAISANG, British str., 2,225, E. J. Tadd, 16th
February—Calcutta 31st Jan., General—
Jardine, Matheson & Co.
LINDEAT SCHREY, German str., 1,016, O.
Brauer, 17th Feb.—Bangkok and Swatow
16th February, Rice—Kin Yee Lung.
LIENSHING, British str., 952, Smith, 14th Feb.
—Wuhu 8th Feb., Rice—Jardine, Mathe-
son & Co.
LOOSUN, German str., 1,020, W. Tamber,
10th February—Bangkok 1st February,
Rice—Butterfield & Swire.
LOONGMOON, German str., 1,971, W. Vogeler,
11th Feb.—Dahly 9th Feb., General—
Humbury America Line.
MACREY, German str., 998, E. G. Sollner, 18th
Feb.—Bangkok 11th February, Rice—
Butterfield & Swire.
MATHILDE, German str., 831, Chr. Ulderup,
14th Feb.—Haiphong and Hohow 13th
Feb., Rice and General—Jensen & Co.
MICHAEL JENSEN, German str., 951, J. Peter-
sen, 20th Feb.—Sigon 10th February,
Rice—Jensen & Co.
NIR, American str., 3,313, Eccleston, 18th
Jan.—Southampton 13th Dec.—Pacific
Mail S.S. Co.
ON SANG, British str., 1,737, S. G. Smith, 18th
February—Ching Wan Tso 11th Feb., Coal
—Chinese Engineering & Mining Co.
PECHASBUR, German str., 1,375, —, 12th
February—Bangkok 8th February, Rice—
Butterfield & Swire.
PHEUPPER, British str., 1,065, J. H. Scott,
13th Feb.—Salgon 12th Feb., Rice and
General—W. Est Sing.
QUINTA, German str., 300, Schlessinger, 16th
February—Bangkok 9th February, General
—Siemssen & Co.
RAJARUBI, German str., 1,187, C. Wolf, 18th
February—Manila 14th Feb., Ballast—
Butterfield & Swire.
SABINE RICKERS, Dutch str., 573, De Trias,
19th Feb.—Haiphong 17th Feb., Kerosene
oil—Asiatic Petroleum & Co.
SAMSEY, German str., 955, E. Petersen, 11th
Feb.—Bangkok and Swatow 10th February,
Rice and Meat—Butterfield & Swire.

LATEST STEAMER MOVEMENTS.

The Yokohama office of the C.P.R. Co. is in
receipt of a wireless message from the B.M.S.
Montezuma when the vessel was 1,155 miles
distant from Japan, advising all well and that
the Commander expects to reach Yokohama at
6 a.m. on the 23rd inst.
The T.K.K. str. *Chiyo Maru* sailed from
Nagasaki on the 21st inst. for San Francisco.
The T.K.K. str. *Shingo Maru* will be de-
patched from San Francisco on the 28th inst.
for Hongkong, and is due at this port on or
about the 30th prox.
The T.K.K. str. *Hongkong Maru* sailed from
Iquique for Valparaiso on the 17th inst.
The T.K.K. str. *Kiyo Maru* sailed from
Hongkong on the 17th inst. for South
American ports via Japan, Honolulu and
Mexico.
The str. *Funka* left Singapore for Hong-
kong on the 21st inst. morning, and is due
here about the 27th inst.

SHIPPING IN PORT. (MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
OGHI, MITABE YOSHIOHARU
HOJO, KANADA, NAMAZU, SATO,
SHINNEW AND KAMIMADARA,
Collaborators.
AGENTS FOR
KISHIDA, Y. AND SAKITO, Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.
BRANCH OFFICES—NAGASAKI
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.

Cable address for above, "IWASAKI"
Cables, AI, ABC 5th Ed., Western Union
AGENCIES.
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACORDAY & Co.
SINGAPORE: Messrs. BORNBO & Co., Ltd.
For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 10th August, 1911. [663]

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an
area of 30,000 square miles.

Two and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION
TO-DAY.

IT WILL HELP TO SAVE LIFE.

H. C. GULLAND, Esq.,
Treasurer,
INTERNATIONAL BANKING CORPORATION,
Shanghai.
MANAGER.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers)
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA AND YOKOHAMA	Capt. F. J. Fox	About 27th Feb.	Freight and Passage.
SHANGHAI	Capt. G. W. Gordon, R.N.R.	About 1st March.	Freight and Passage.
ONDON VIA USUAL PORTS OF CALL	Capt. G. W. Cockman, R.N.R.	Noon, 2nd March.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. E. F. Dady, R.N.R.	About 5th March.	Freight and Passage.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 22nd February, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	"KAIFONG"	On 22nd Feb., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Feb., 4 P.M.
AMOI & TIENTSIN	"KUBICHO"	On 23rd Feb., 4 P.M.
SHANGHAI	"LINAN"	On 24th Feb., 4 P.M.
HAIPHONG (calls Hoihow for mails only)	"SUNGKIANG"	On 24th Feb., 10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 27th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 22nd February, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.	FOR	SWATOW, AMOI AND FOOCHOW AND RETURN.	(Occupying 9 to 10 Days).
STEAMSHIP	CAPTAIN	LEAVING	
"HAIYANG"	Capt. J. W. Evans	THURSDAY, 22nd Feb., at 11 A.M.	
"HAICHING"	Capt. W. C. Passmore	SUNDAY, 25th Feb., at 10 A.M.	

For SWATOW AND RETURN.
(Occupying 5 Days).

"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 23rd Feb., at 11 A.M.	
		TUESDAY, 27th Feb., at 11 A.M.	

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS
Hongkong, 22nd February, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

22 SHANGHAI, KOBE & YOKOHAMA:

S.S. BELGRAVIA	7th March.
S.S. SACHSEN	18th March.
S.S. O. FERD. LADISZ	2nd April.
S.S. SITHONIA	10th April.
S.S. SCANDIA	26th April.
S.S. BAYERN	3rd May.

HOMEWARD.

For MARSEILLES, ROTTERDAM & HAMBURG:	S.S. AMBIA	29th Feb.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. SPEZIA	5th March.
For HAVRE & HAMBURG:	S.S. GOLDENFELS	5th March.
For MARSEILLES, HAVRE, ROTTERDAM & HAMBURG:	S.S. PREUSSEN	14th March.
For HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA	20th March.
For HAVRE & HAMBURG:	S.S. BELGRAVIA	5th April.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SACHSEN	27th April.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong 22nd February, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave above on March 19th, 1912, at 5 P.M.
S.S. "KOERBER," 9,900 tons, will leave above on April 19th, 1912, at 5 P.M.

TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave above on March 6th, 1912, at 6 A.M.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £30 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "NIPPON," 13,930 tons, will leave for TRIESTE, FRIEDLAND and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February 22nd.

S.S. "AUSTRIA," 14,300 tons, will leave YOKOHAMA and KOBE via SHANGHAI about March 1st.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, 1st to North and South America. For information apply to—
SANDER, WIELER & Co., Agents,
Hongkong, 21st February, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE-TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE—

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	FRIDAY, 8th March, NOON.
TENYO MARU	E. Bent	FRIDAY, 15th March, at Noon.
SHINYO MARU	H. S. Smith	FRIDAY, 9th April, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.

SOUTH AMERICA LINE—

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

247

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 22nd Feb., at 1 P.M.
	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKO.	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 1 P.M.
	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:

From Manila	...	G. \$130.00
From Hongkong, Shanghai and Keelung	...	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	...	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	...	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOI	"SOSHU MARU"	SUNDAY, 25th Feb., at 8 A.M.
TAMUI via SWATOW and AMOI	"KAJO MARU"	SUNDAY, 25th Feb., at 10 A.M.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER
772-7781

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 28th FEB., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
OCEANA	7000	May 11	MALWA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	Tonnage	about
NILE	7000	March 6
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	{ WED'DAY, 28th Feb., at Daylight.
	AKI MARU Capt. K. Homma	7,000	{ WED'DAY, 13th Mar., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	INABA MARU Capt. Tomimaga	7,000	{ TUESDAY, 27th Feb., at Noon.
	TAMBA MARU Capt. K. Noda	7,000	{ TUESDAY, 26th Mar., at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	{ SATURDAY, 23rd Mar., from Kobe.
SYDNEY and MELBOURNE via MANILA, THURSTON ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	{ FRIDAY, 15th March, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	{ FRIDAY, 12th April, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	{ THURSDAY, 22nd February.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	{ THURSDAY, 29th Feb., A.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	{ WED'DAY, 13th Mar., at Noon.
SHANGHAI & KOBE	KIRIN MARU Capt. Deguchi	4,000	{ MONDAY, 26th February.
SHANGHAI, MOJI & KOBE	COLOMBO MARU Capt. J. Teranaka	5,000	{ WED'DAY, 28th February.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong: "TENSIN MARU," 4,000 tons, Capt. Hori, February 24th.

1912 PASSENGER SEASON 1912

FOR EUROPE:

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KAMO	9,000	F. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. C. Moes	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITAGHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd

FOR SEATTLE.

INABA MARU	7,000	S. Tomimaga	February 27th
TAMBA	7,000	K. Noda	March 26th
SANUKI	7,000		April 9th
AWA	7,000	T. Teranaka	April 23rd
INABA	7,000	S. Tomimaga	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

(12-15-41)

